TIMES-VIRGINIAN

IN THE HEART OF THE DARK TOBACCO BELT
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Editorial Comment

VIRGINIA HIGHWAYS

With traffic on Virginia's highway system already reaching new peaks and destined to soar to yet greater figures, the greater part of the Old Dominion's main stem transportation network her primary system of highways stands indicted in this postwar era as "as obsolete and inadequate" in the light of present and future demands of automotive transport.

"Obsolete and inadequate." Such is the studied opinion of veteran engineers of the State Highway Department, the opinion of men who in their lifetime have seen the inner workings and culmination of a strange highway paradox...a paradox which has left the greater part of Virginia's primary system of highways in a state of obsolescence.

The engineers behind Virginia's highways have long been cognizant of the paradox. They have seen it developing, have foreseen the final effect. But so relentless were its workings that these engineers were powerless to stay its results.

Beginnings of the paradox go back to 1920 when the automobile was assuming its definite place in the everyday life of America;thousands of private automobiles, trucks, and busses were slogging through mudbound highways that were inadequate for even the horse and buggy era of the turn of the century. Highway departments throughout the nation faced the staggering job of putting into immediate use thousands of miles of serviceable, paved roads, roads hastily constructed to carry heavy traffic from city to city, connecting the centers of population.

There was no time for future planning; there was no time, no money, to cut through the hills or to fill in the crevices. The roads must be constructed as speedily and as simply as the terrain would permit. Scattered towns and cities must be connected, even though doing so meant routing the highway far off its logical course.

Virginia's infant Department of Highways met this early demand, made progress as the nation struggled to keep pace with the rapid development of the motor vehicle. Cities and towns of the Old Dominion were linked with roads which served the traffic of the times.

Many of these original roadbeds ..and some of the roads themselves .. are still vital links in a highway system that is now far behind the times. Horse and buggy roads in an atomic age.

Such was the paradox .. Virginia's main arteries demanded construction priority as the automobile first entered the American way of life. The most important roads were built first, and thus stand obsolete today.

Sharp curves which were safe enough 20 years ago are threats to the high speed traffic of today;steep grades that stretch in roller coaster fashion over hill and dale cause inadequate sight distances for the motorist of 1947; railroad grade crossings pose constant threats to highway safety; pedestrian safety demands sidewalks in the thickly settled sections.

These are the major needs on Virginia's primary network. Much, too, remains to be done on the rural and connecting roads that comprise the secondary system. But it is this primary system, totaling less than 20 per cent of all road mileage in Virginia, and carrying 80 per cent of the traffic that stands the most severely indicted. It must be made safe, say highway engineers, for the traffic of today and for the anticipated traffic of tomorrow.

Determined to avoid a second working of the paradox which brought about this condition of obsolence, the highway department two years ago submitted to the General Assembly a "20-Year Plan" for the improvement and modernization of Virginia's highways.. primary, secondary and urban. Slated to go into operation during the first year after war's end, this plan anticipated the highway needs of 20 years hence, outlining the basic essentials on which to project an adequate transportation system for those who travel tomorrow's highways.

Along with detailing the requirements for an adequate main highway system, this plan incorporated improvements on the secondary system and on state highway extensions through municipalities.Vast strides were made last year toward the goal of "getting Virginia out of the mud"; more will be taken this year. But postwar traffic increases have far exceeded all expectancies, overtaxing the main arteries and making even more serious the obsolescence of the network of trunk highways. The paradox has borne its fruit.

The department this spring has launched a record reconstruction program on its main roads With considerable Federal aid, it will spend millions in an attempt to modernize the more important roads; sections of some roads are destined to be torn completely out, others will be relocated, others widened and strengthened. Highway officials realize that in some cases this huge program may on the surface appear unnecessary for 1947. But they know they are justified.

VIRGINIA IS 12th IN CONSTRUCTION DURING 1946

From Winchester Star

According to the Bureau of Foreign and Domestic Commerce, Virginia ranks 12th in the dollar volume of residential and non-residential construction in 1946. Virginia's total was $220,200,000.

Number one among the states is California with a total of $1,400,000,000 which is more than any two states combined. Next to California is New York with 733,000,000; Texas, $687,000,000;Ohio with $602,000,000; and Illinois with $548,000,000.

"GAY GADGETS"

Associated Newspapers—WNU Features

By NANCY PEPPER

Sack Successes

Breathes there the teen with brain so dead, who never to herself has said, "I'll make myself a sack dress"? Our recent poll on your favorite date dresses proves beyond a doubt that those make-'em-and-belt-'em sack dresses outnumber all other dream duds in your spring wardrobes. You simply buy the tubular jersey, you cut it to the right length and snip it for neck and arms and hem it top and bottom. Then, if you're the bright girl your parents think you are, you add these finishing touches:

Pretty with Pearls—Pearls from the dime store are just as effective as pearls from oysters if you unstring them and sew them around the neck and armholes of your sack dresses. Creamy frosting for any color—black, gray, white or pastels.

Snow White Stuff — Maybe you think a new white date dress is an extravagance, but it's no blight on your budget when you make it yourself out of tubular white jersey. Be sure to trim with a gold belt and gild with gold jewelry.

Sleeve Story—You've found another use for those saggy, baggy Sloppy Joes. You cut out the sleeves, shape them in to your arm, and sew them inside the armholes of your contrasting sack dress. Use the ribbing as a neckline finish and you have an outfit that looks like a fugitive from a fashion magazine. Or, maybe you prefer to wear a long-sleeved white rayon blouse under your sack dress. Well, who's stopping you?

• • •

SILENT NIGHT

My poor head aches so badly,
And I feel so weak and low;
My heart is pounding madly,
And my mood is indigo.
The dinner table chatter,
I could almost not endure;
But nothing is the matter
That a phone call wouldn't cure!

IMPROVED UNIFORM INTERNATIONAL SUNDAY SCHOOL Lesson

By HAROLD L. LUNDQUIST, D. D.
Of The Moody Bible Institute of Chicago.
Released by Western Newspaper Union.

Lesson for May 11

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BEING LOYAL TO TRUE RELIGION

LESSON TEXT—I Kings 18:20, 21, 30-39.
MEMORY SELECTION—Hear me, O Lord, hear me, that this people may know that thou art the Lord God, and that thou hast turned their heart back again.—I Kings 18: 37.

God meets the challenge of unbelief and sin through the ages in its different forms. In the days of Elijah it was the awful power of the false religion of Baal which threw its pall of heathenish immorality over the people.

The prophet was God's man of courage in a day of unbelief and sin. To be courageous means to steadily meet perils of which one is deeply conscious, doing so because of the call of duty. Courage holds a deeper and nobler meaning than bravery, carrying with it the idea of moral strength and, in the case of the Christian, faith in God as one devoted to his cause.

The account of the conflict with the prophets of Baal on Mount Carmel is a dramatic and instructive story. It shows that when God's man meets God's enemy there is an open, above-board, honest victory.

I. Nothing Hidden (vv. 20-21, 30).

The appeal to Israel cut no corners and made no compromises. They must choose between the true God and the false Baal. They could not hold to both or halt between two opinions. The same is true today of our relationship to Jesus Christ.

The direct challenge at Mount Carmel follows the same pattern of out-in-the-open dealing with the problem.

Men whose deeds are evil love darkness rather than light. God does not have to work in the dark. All of his workings are in the open sunlight. Everyone is welcome to "come near" and see what is done.

Elijah knew God and he acted like God's man. What a tragedy it is that not all of God's servants have followed his example. If we had the open and above-board dealings of Elijah in the affairs of our churches, we might see more of the fire and power of his ministry.

Certain it is that the administration of church affairs which has to be carried out in hidden corners by whispered conversations and by secret manipulations behind the scenes is not God's work at all, it is the work of man.

II. No Favors Asked (vv. 33-35).

Elijah rebuilt the altar himself. He asked no help of the unbelieving prophets of Baal or of apostate Israel. How old-fashioned he seems in this day when so much stress is laid on a false unity of the faiths, and there is so much solicitation and acceptance by the church of the help of unbelievers in financing the supposed work of God.

Note also that Elijah invited his enemies to make the answer to his prayer more difficult by pouring water on the sacrifice. This was not an act of bravado; it was for the purpose of demonstrating that there was no fraud. He was willing that the enemies of the truth should make the demonstration more difficult if that would be to God's glory.

There is a delightful old-fashioned flavor about that act, too, in these days when men are frequently willing to compromise with unbelief and even with sin, in order that the work of the church may be carried on without too much difficulty. Here again we have an explanation of the lack of spiritual power in our times.

The victory which came was a glorious testimony to the living reality and the infinite power of God. It left

III. No Glory to Man (vv. 30b-32, 36-39).

A man of bravery usually wants recognition for himself, while the courageous man asks only that the cause for which he fights shall be successful.

Elijah had long since demonstrated that he was absolutely fearless, and sought no favor or glory (read the entire story). Now in the tenseness of this moment, he carefully rebuilds the altar of the true God (v. 30), makes it a testimony of unity to a divided Israel (v. 31), and he does it all in the name of the Lord (v. 32).

His prayer (vv. 36, 37) is a profoundly simple expression of a complete faith in the true God and his power, on the part of a man who recognized himself as being only the divine servant. He made no plea that God would vindicate him or his ministry, but he did plead that the name of the Lord should be honored in the midst of an unbelieving people.

"The fire of the Lord fell." The lying prophets of heathendom were routed. Many recognized Jehovah as the true God. While Israel did not long remember the lesson learned here, the story has continued as a testimony that will strengthen the people of God as long as time continues.

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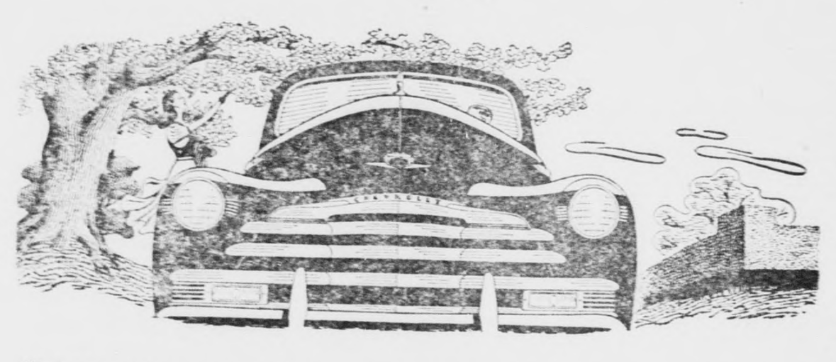

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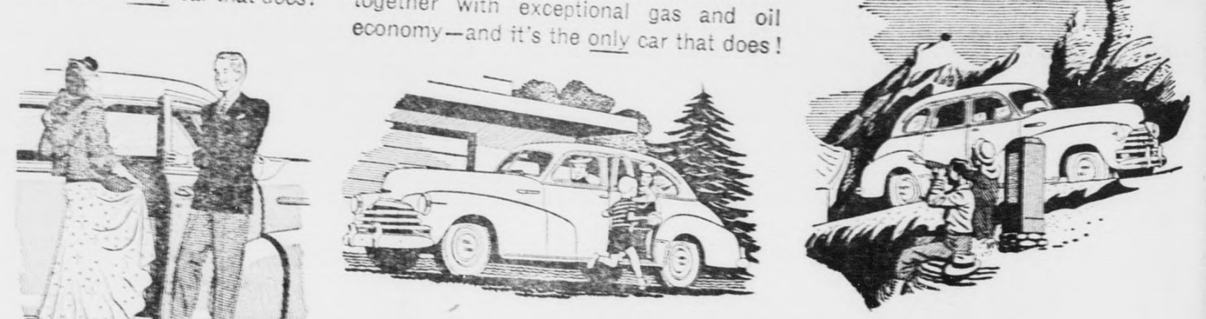

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Appomattox, Va.
Member F. D. I. C.

Notice To Auto Owners

Beginning May 1st., 1947, GEORGE ABBITT, Jr. will assume the duties as local Representative of The STATE FARM INSURANCE COMPANY which has been handled by W. S. TAYLOR.

Although W. S. Taylor is turning over to George Abbitt, Jr. all of the matters involving losses, he will still serve as a representative of the Company.

Remember: If it's Automobile Insurance and Coverage you want, see either—

W. S. TALYOR
GEORGE ABBITT, JR.

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Oakville

Oakville, May 6.- Mr. and Mrs. D. M. Spence were guests of Mr. and Mrs. Marshall Martin Sunday. In the afternoon Molly Paris, and Mr. and Mrs. Oscar Whitten and children were also their visitors.

Misses Louise Spence and Birdie Harvey spent Sunday with Miss Verta Martin.

Mr. and Mrs. Burnette Smith and family, of Lynchburg; Mr. and Mrs. Melvin Drinkard and family, Mr. and Mrs. James Martin, and Mr. and Mrs.Louis Moore and family visited Mr. and Mrs. E. B. Martin Sunday.

Mr. and Mrs. O. W. Martin and Mr. and Mrs. Bob Martin and son spent Sunday afternoon with Mr. A. M. Goodman and Mr. and Mrs. W. D. Goodman.

Mr. and Mrs. Walker Phelps and grandson and Mrs. V. B. Chernault and family spent Sunday with Mr. and Mrs. A. W. Martin in Lynchburg.

Mr. and Mrs. Eugene Dunkley and children and his mother, Mrs. Dunkley, of Farmville, were guests of Mr. and Mrs. T. L. Page Sunday.

Robert Doss and Mrs.Oteria Doss of Lynchburg visited Mrs. Daisy Rogers Sunday.

Mr. and Mrs. Clyde Reynolds and daughter visited her parents, Mr. and Mrs. C. E. Wilkerson last week-end.

O. U. Gunter, who has been a patient at a hospital in Richmond for the past month has returned to his home.

Mr. and Mrs. T. K. Moore and family visited in Amherst Sunday.

Forest View

Forest View, May 5.- The farmers are busy. We had a good rain last night and farmers can finish preparing their land.

Mr. and Mrs. George Davis, of Lynchburg spent the week-end with T. H. Ford and W. T. Jordan recently.

Mr. and Mrs. J. Burks and Mr. Callahan, of near Gladys, spent Sunday with Mr. and Mrs. W. C. Nash and attended services at Bethel Pentecostal Church.

Mrs. N. D. Marshall has been visiting her daughter, Mrs. Mary Golloday in Lynchburg the past two weeks.

Mrs. J. H. Tucker returned home last week, after spending several days in Tennessee, where her daughter-in-law was taken to a hospital.

Mr. and Mrs. Lankford Torrence ant Mr. and Mrs. Walter Jordan spent awhile with T. H. Ford last Thursday night.

Mrs. Elsie Moses spent Tuesday P. M. with Mrs. J. A. Martin.

Mr. and Mrs. B. C. Simms, of Lynchburg visited in the home of J. A. Martin last Friday.

Mr. and Mrs. J. A. Martin were in Lynchburg Monday and Saturday of last week. While there Saturday they visited Mr. and Mrs. B. C. Simms.

Recent visitors in the home of J. A. Martin were Mr. and Mrs. A. D. Marshall and Jimmie, Mr. and Mrs. W. C. Nash and children and T. H. Ford.

Our community was saddened by the death of Mrs. J. W. Blanks a few weeks ago.

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U. S. Treasury Department

Stonewall

Stonewall, May 6.- Mrs. S. E. Anderson and daughter, Nellie visited Mrs. Henry Rounton last Thursday.

Mrs. Dick Thomas and daughter, of Tennessee, are visiting her parents, Mr. and Mrs. C. M.Stratton.

Mr. and Mrs. O. R. Turnes have received an announcement of the birth of a grandson, born to Mr. and Mrs. Hugh Brown on May 1, at Virginia Baptist Hospital.

Mr. and Mrs. Irby Wheeler had as their guests last Sunday Mr. and Mrs. John Wheeler, Mr. and Mrs. Lawrence Wheeler and daughter, Nancy, Mr. and Mrs. Lester Carson.

Mrs. Anna Lee is spending awhile with her daughter, Mrs.Rufus Burnette, and her family.

Mr. and Mrs. Tilden Lee and children spent Sunday with her parents, Mr. and Mrs. Wash Wheeler.

Mr. and Mrs. Henry Beard and son, Lawrence were dinner guests of her parents, Mr. and Mrs. E. L. Chick Sunday.

Mrs. Lewis Martin spent Tuesday with her parents, Mr. and Mrs. J. H. Beard.

Mr. and Mrs. Howlett Martin and children spent Sunday with his grandmother, Mrs. Lillie Drinkard, near Beckham.

Mrs. Lester Carson, Mr.and Mrs. E. L. Chick and Mrs. Henry Beard and son, Lawrence spent Tuesday in Lynchburg.

Misses Anne Carson, Lina and Mary Archer Caldwell and Jean Stratton spent the week-end at their homes near here.

Veterans can still reinstate lapsed National Service Life Insurance easily under current Veterans Administration rules.

Friday, May 9 is Civic Interest day in Appomattox. Visit business places!

This has been Clean-Up Week in Appomattox.

Truman soon to face dicision on signing or vetoing the new labor legislation before Congress.

Ousting of Communist members from French cabinet may mean an appeal for new U.S. loan.

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CLEAN-UP WEEK, MAY 5-9: MAY 9 is Civic Interest Day. We invite YOU to visit our Studio and Plant.
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To owners of old cars or new—Remember

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THERE'S LONG MILEAGE for those summer trips with famous Esso Gasolines—plus power and pep that you'll feel every mile! And *patented* Esso Solvent Oil in every gallon gives you extra engine protection, too!

PLANNING a vacation trip? Accurate Esso Road Maps and valuable free Touring Service can help you all the way! Ask for information at your Esso Dealer's.

The Sign of "Happy Motoring"
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